

**April 19, 2021**

**Federation of Tiny Township Shoreline Associations**

**SUBMISSION #1 REGARDING THE TOWNSHIP OF TINY TRANSPORTATION MASTER PLAN**

The Federation of Tiny Township Shoreline Associations (FoTTSA) is a not for profit, volunteer organization which promotes thriving and sustainable shoreline communities in Tiny Township by bringing together and representing almost all of the associations of shoreline residents.

FoTTSA is pleased to have the opportunity to make this initial submission in connection with the preparation of the first Township of Tiny Transportation Master Plan (the TMP). The emphasis of this submission is on road safety, particularly pedestrian and cycling safety along Tiny Beaches Road.

FoTTSA proposes that the Township implement several short-term measures now, while the TMP is in development. These measures address safety concerns already noted by many residents and presented to Tiny Council on September 28, 2020. In a deputation to Council, FoTTSA shared the findings of an extensive survey. 455 respondents completed a 10-question survey and provided 1500 written comments. Council was informed at that time that 77 percent of the respondents indicated that they feel unsafe using TBR during summer months, 96 percent feel that speeding traffic is a problem, and 53% believe that the installation of more stop signs along TBR would slow down the traffic and improve safety. The conclusion of the presentation included a fairly lengthy list of recommendations supported by the survey which FoTTSA believes to be worthy of the Township's consideration.

We understand that the Township has provided the survey and the recommendations to Stantec for its consideration in connection with the TMP. FoTTSA first took some comfort from that — thinking that the road safety issues raised would be thoroughly addressed. However, when we reviewed the Scope of Services set out in the Request for Proposal which closed in October 2020, we saw that none of 22 objectives involves a review of road safety or development of a set of specific recommendations for improved traffic control measures on local roads like TBR. The closest the Scope of Services gets to this objective is to require a review of the major intersections in the Township to determine whether any should be studied for functional and/or safety improvements. This apparent omission caused FoTTSA some concern.

In more recent correspondence with the Township, FoTTSA has received some assurance that the identification of specific measures to improve the critical matter of road safety along Tiny Beaches Road will be an important objective of the TMP. A letter from the Tiny Township Public Works Department to the president of the Wymbolwood Beach Association stated that Tiny Township is:

*“looking at techniques to control speeds on all our roads including TBRS as part of our master plan which will be completed with recommendations later this fall; however, instances that have a threat of imminent danger are assessed immediately.”*

Further correspondence from the Tiny Township Public Works Department provided additional assurances indicating that the Stantec proposal had in fact included a specific commitment to addressing road safety issues raised by the public as follows:

***“Roadway Safety Strategy:*** Road safety impacts all members of the Tiny Township community, regardless of their ability, age, or mode of transportation. Our road safety strategy will expand upon analysis conducted within Phase 1 & 2 of our work plan would include the following tasks:

- *Identification of target areas:* Target areas provide guidance for the selection of safety programs and initiatives. The selection of target areas will be based on the findings of the traffic collision data analysis conducted as a part of phase 1 and the public input.
- *Road safety programs and treatment recommendations:* Enhancing road safety requires a multi-disciplinary and integrated approach. Our team will provide a range of holistic road safety measures, such as education campaigns, enforcement strategies and high-level infrastructure modifications and will recommend “Community Safety Zones” and the potential implementation of photo radar.”

FoTTSA supports the Town conducting a TMP. We intend to constructively participate in the process and expect our input to be well received and valued. That said, we do not accept that the ongoing study be a reason to defer much needed action to address the clearly expressed concern of the majority of shoreline residents that TBR is unsafe to walk along and ride a bicycle along because large number of motorists use it as a through route and travel well in excess of the posted speed limit. The Township should support immediate action to ensure that motorists use TBR as a local road with residential properties fronting.

We believe that the implementation of additional stop signs at suitable locations along TBR need not necessarily be the subject of the TMP. Council and its engineering staff should be able to listen to the voice of the people and take the steps necessary to respond effectively to the concerns about safety and excessive speed without waiting for the completion of the TMP.

FoTTSA is asking Council to take immediate action by implementing measures that will improve safety along TBR now rather than some time in the future. Specifically, we are asking the Township to immediately implement all-way stop control at the following locations, where there is significant pedestrian activity and vehicles turning to connect with the rest of the road network:

- TBRs at Concession Road 4 W / CR29
- TBRs at Concession Road 5 W
- TBRs at Durie Street
- TBRs at Skylark Road
- TBRs at Concession Road 8 W
- TBRs at Concession Road 9 W
- Balm Beach Road W at 2<sup>nd</sup> Street
- TBRN at Concession 11 W
- TBRN at Concession Road 13 W

We understand that the Scope of the TMP includes a review and recommendation of areas to be designated as Community Safety Zones (CSZ). FoTTSA believes that there are some obvious locations along TBR and would urge the Township to designate CSZs immediately for the period between May 1<sup>st</sup> and October 31<sup>st</sup> in the following road sections:

- TBRs from the Township south boundary to Concession 4 W
- TBRs from Concession 4 to Balm Beach Road W (incl 2<sup>nd</sup> St.)
- TBRN from Balm Beach Road W to Concession Road 11 W
- TBRN from Concession 11 to Adelard Road

Finally, FoTTSA believes that enforcement is an essential component of the action to improve road safety. We recognize that the Township strives to obtain as much response from the OPP as possible and would implore the Township to request as much speed enforcement along TBR as it possibly can acquire from the OPP particularly during the summer months.

That said, we also believe that it is critical that the Township take a more proactive approach and urge the Township to immediately implement a movable municipal photo radar speed enforcement at locations within the proposed CSZs along TBR. We urge the Township to assess its effectiveness in reducing the severity of speeding along TBR. We also believe that there would be benefit to the Township in early completion of an assessment of the economic/financial implications of the use of municipal photo radar for the Township.

TBR is a unique heritage roadway with a special character that is much loved and should be preserved. FoTTSA and its members do not want to see TBR widened and traffic engineered. We do not want sidewalks or bicycle lanes. We want the Township to actively encourage motorists to slow down, adhere to the posted speed limits, and use the road respectfully and carefully as befitting its local residential nature.

To summarize, this is our short-term ask for addressing the issues along TBR:

1. Implement all-way stop signs.
2. Designate Community Safety Zones.
3. Implement movable photo radar.

Please implement these safety measures now. Let people see the measures in place this summer. FoTTSA will visibly support the action. We cannot support inaction.